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... Saint John Harbour Commission

Government  
Publication

4<sup>th</sup>

**REPORT**  
*of the*  
**Harbour Commissioners**  
*of*  
**Saint John**



1931






REPORT  
*of the*  
Harbour Commissioners  
*of*  
Saint John  
For the Year 1931

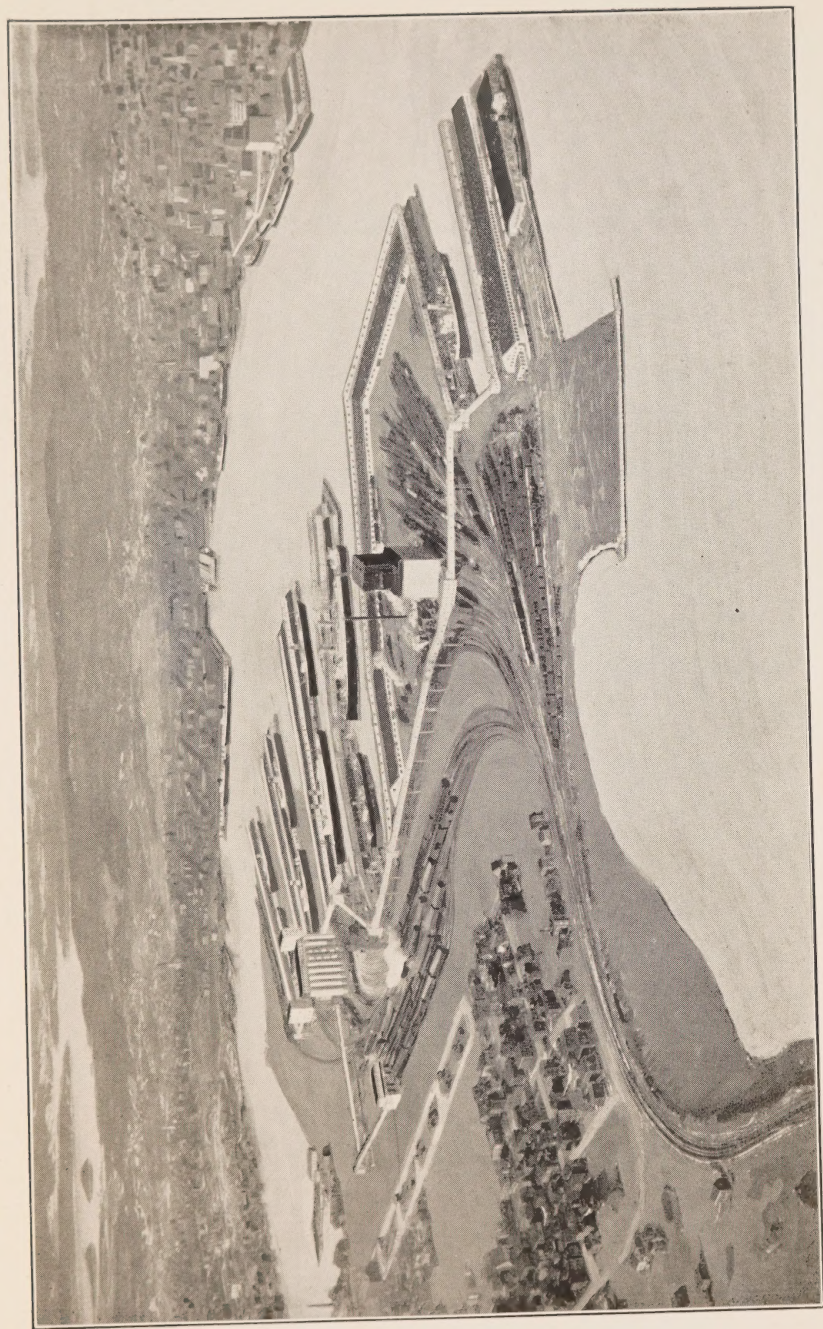


SAINT JOHN, N. B.  
HOPKINS PRESS LIMITED  
1932



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WEST SAINT JOHN TERMINALS AS WILL APPEAR WHEN SCHEME FINALLY COMPLETED

## COMMISSIONERS

H. C. SCHOFIELD, President

FRANK T. LEWIS

THOMAS NAGLE

## OFFICIALS

ALEX. GRAY, M.INST.C.E., General Manager & Chief Engineer

F. D. ALWARD, Harbour Master

R. N. M. ROBERTSON, Chief Accountant

SAINT JOHN HARBOUR COMMISSIONERS

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SAINT JOHN, N. B.,  
March 1, 1932.

THE HON. ALFRED DURANLEAU,  
Minister of Marine,  
Ottawa, Canada.

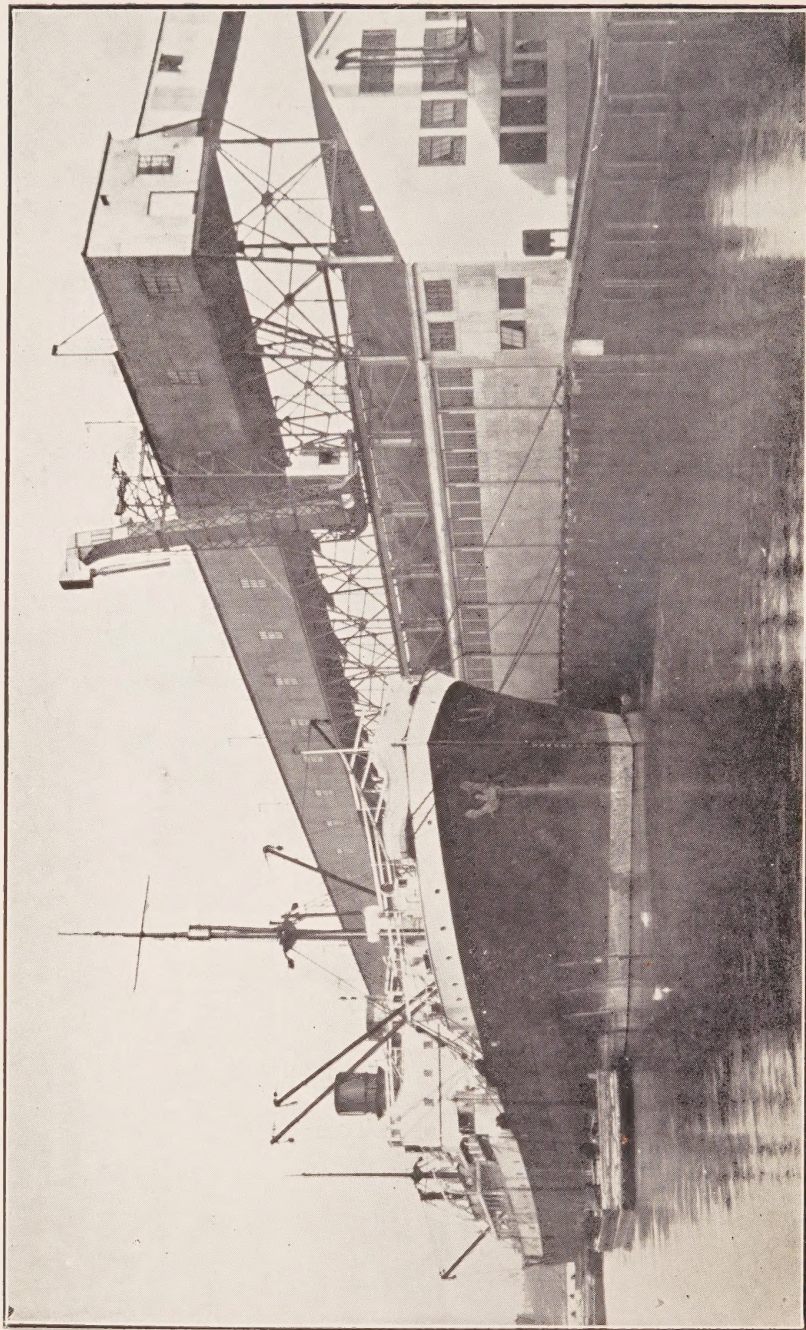
SIR:

We have the honour to submit herewith report of  
the Saint John Harbour Commissioners for the year ending  
December 31st, 1931.

We have the honour to be, Sir,  
Yours obediently,

H. C. SCHOFIELD, President,  
FRANK T. LEWIS, Commissioner,  
THOMAS NAGLE, Commissioner.





NO. 7 SHED—STEAMER READY TO RECEIVE GRAIN



## REPORT OF THE HARBOUR COMMISSIONERS OF SAINT JOHN

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FOR THE YEAR 1931

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Notwithstanding the continuance of the world wide depression, the total import and export tonnage for the year was only about 10% below the figures for 1930. Tonnage in grain, bananas, gasoline, potatoes and general merchandise was slightly above that of the previous year, while there was a decrease in the other traffic.

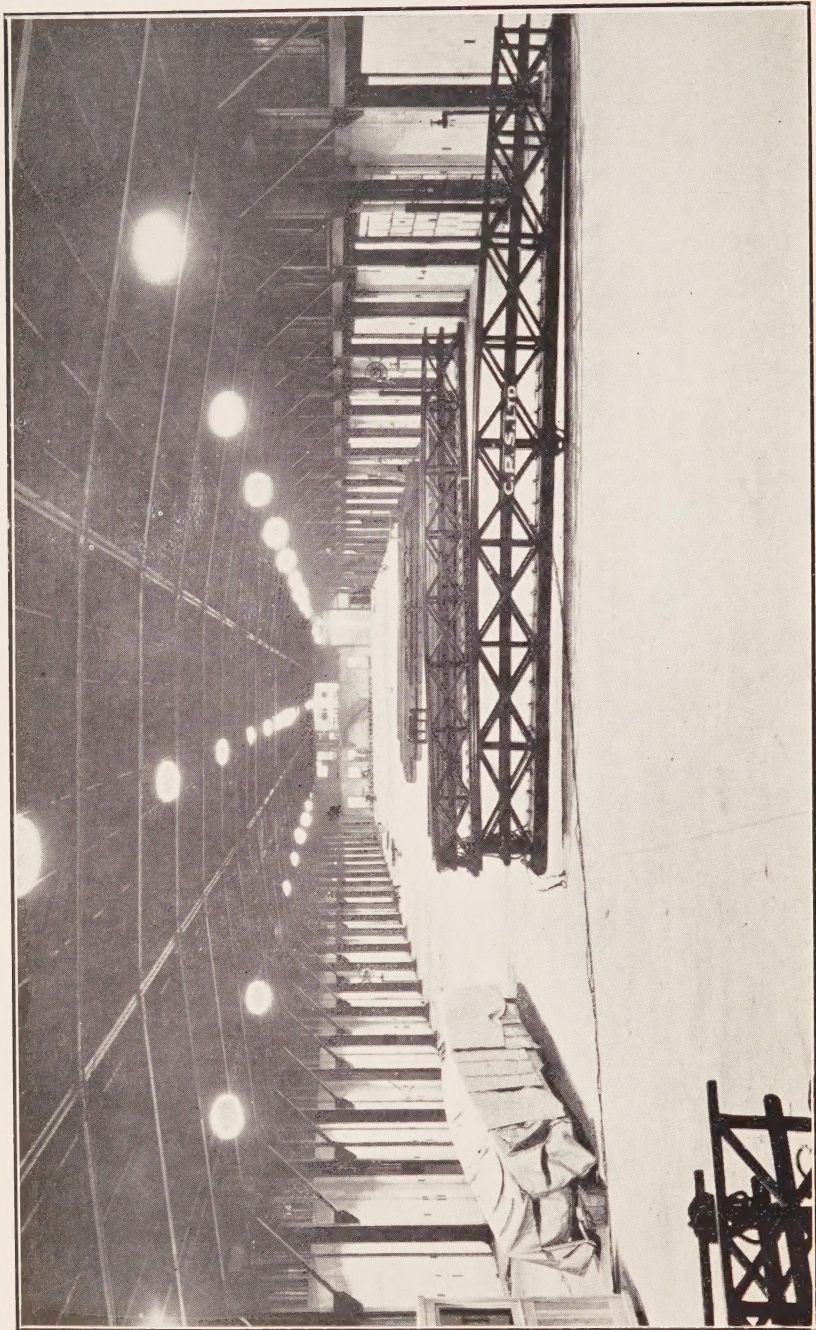
During the year, a number of conferences were held by the Commissioners with the traffic officials of the Canadian Pacific and the Canadian National Railways, as well as with grain shippers and shipping companies, with a view to further developing the business of the port. A close contact is being maintained with the various transportation interests and traffic possibilities are being carefully considered, and it would appear from the above figures that the efforts to make the port attractive to the various shipping lines have, in a measure, been successful.

### COASTWISE SERVICES

The coastwise services have been well maintained during the year, and have shown a slight improvement over previous years. The trade between this port, Quebec, Montreal and the Great Lakes, sugar to western Canada and return cargoes of flour, has been well maintained, and with return to normal conditions, it is fully anticipated this trade will be further developed.

### WEST INDIES TRADE

The United Fruit Company, during the full summer period from first of May to end of November, carried on a bi-weekly service. The imports of bananas were slightly above those of



INTERIOR NO. 6 SHED—SHEDS AT NOS. 5 AND 7 OF SIMILAR DESIGN



previous years, and the return cargoes in manufactured goods and general cargo were also slightly increased.

On the morning of the fire, June 22nd, a United Fruit boat was unloading bananas and was fortunate to be able to clear from the dock without any damage. Arrangements were immediately made to take care of the service at the Long Wharf, and due to the co-operation of the Canadian National and the Canadian Pacific Railways, there was no hitch in this service during the year.

### FERTILIZERS

On account of the various fertilizer companies having been able to obtain sites at Courtenay Bay, on which to erect warehouses, it was not necessary to provide special facilities at West Saint John for this business. This, in a measure, relieved the congestion caused by this business in previous years. The fertilizer warehouse, which was being erected on Berth 17, was just fully completed at the date of the fire, and was therefore never in actual commission. The reclaimed area alongside Berth 17, which has been leased to one of the largest corporations in the fertilizer business, has not yet been built upon.

### CATTLE

There was a total of one thousand six hundred and sixty-three head of cattle shipped through the port during the year. No cattle, however, were shipped during November and December. The cattle sheds, which were reconditioned the previous year, were unfortunately completely destroyed by the fire. In the reconstruction programme, it was decided that the space previously occupied by the cattle sheds should be retained for future trackage—therefore the Canadian Pacific Railway decided to erect cattle sheds at their Bay Shore yard. A very substantial building, fully equipped, and equal, if not superior to the previous accommodation, was erected and ready for service by the first of December. The capacity of the shed is about one thousand head. Unfortunately, the shed has not yet been occupied, as no cattle have been exported since its completion.



FIRE WEST SAINT JOHN, 22ND JUNE, 1931—WORK WITHIN COFFERDAM IN FOREGROUND



## OIL

During the year, the Frontenac Oil Refineries Limited were leased a site at Courtenay Bay, alongside the Irving Oil Company. They erected tanks and have been in full operation during the major portion of the year. There are now three oil companies in the port, fully equipped to handle fuel oil, as well as the lighter oils and gasoline, namely, the Imperial Oil Limited, the Frontenac Oil Refineries Limited, and the Irving Oil Company Limited.

## GRAIN

The grain exports during the year were nearly a million bushels in excess of 1930, the major portion of this grain having been shipped during the first four months of the year. The December shipment, however, was very much less than December 1930.

## DREDGING

## DEEP WATER BERTHS

No dredging was carried out at the Deep Water Berths during the year, it having been found that there was very little change from conditions in the previous year.

## ENTRANCE CHANNEL

The dredging to straighten and improve the main channel, carried out under contract for the Department of Public Works, is now about 50% completed, and it is anticipated that it will be fully completed by the end of 1932.

## FIRE

At 11.00 a.m. on the morning of 22nd June, a fire broke out in the outer end of No. 7 Shed, and notwithstanding the immediate alarm being given, and the prompt arrival of the fire department, all efforts to control it were unavailing.

The United Fruit steamer "Gundersen" that morning had commenced unloading bananas at No. 7 Shed. The vessel, however, was fortunately able to get away from the berth with little or no damage by the fire.



ABOVE—BURNT AREA, WEST SAINT JOHN, B.  
BELOW—AFTER RECONSTRUCTION, DECEMBER





RE RECONSTRUCTION, JULY, 1931  
1931

Every effort was made to get the shed emptied, but the fire spread so rapidly that even the fire department's motor truck had to be abandoned, and was demolished by the fire.

A heavy wind from the north assisted in the spread of the fire from No. 7 Shed to No. 6 Shed, and thence across Sand Point Slip to Shed No. 2. The grain conveyor galleries on these sheds were very soon ignited, and on account of their small dimensions, and being entirely constructed of timber, the fire travelled along these galleries at a great rate of speed.

It was early realized that the fire could not be extinguished and therefore efforts were made to cut off the fire from extending to the other wharves. Dynamite was used in the breaking up of the conveyor galleries, but on account of the very rigid timber construction, it was impossible in the short time to demolish these structures to any extent. We were, however, able to cut off the gallery from No. 15 to the Canadian Pacific Railway elevator. This was the only portion of the whole gallery system that was saved from the fire.

In fighting the fire, practically the whole of the Saint John fire department, in addition to tugboats with fire hose, was engaged.

The buildings demolished by the fire were all the grain conveyor galleries from Berth 7 to Berth 16, Sheds 2, 3, 4, 5, 6, 7, 14, 15, 16, a new warehouse practically completed on Berth 17, the Canadian Pacific Railway wooden Elevator A, several buildings on Protection Street and two hundred and fifty-five freight cars.

In addition to the above, the substructure of the wharves, to an average depth of eight feet below their deck level, was also destroyed.

There was only one loss of life, namely an employee of the United Fruit Company, who considered it his duty to return to their office for some papers, and was never again seen.

By 2.30 in the afternoon, a period of about three and a half hours, the whole area was devastated, with the exception of the Canadian Pacific Railway concrete elevator and a few offices.

## RECONSTRUCTION

The Government realized that unless steps were taken to proceed immediately with the work of reconstruction, the port would suffer very severely in the loss of the overseas business which for a great number of years was carried on during the winter season in Saint John.



It was a fortunate coincidence that the staff of Sir Alexander Gibb & Partners was at this time in the country and accordingly the Premier issued immediate instructions to Mr. Hugh Beaver, of the staff of Sir Alexander Gibb, to proceed to Saint John, with a view to recommending a programme of procedure for rebuilding.

Mr. Beaver was on the site while the embers were still burning, and after a thorough survey of the ruins, recommended to the Government that Berths 5, 6, 7, 15, 16, 17 and a portion of 14, could be rebuilt and in service by the first of December. The Government immediately made available the necessary funds to proceed with this reconstruction, and the work was entrusted to two of the largest contracting firms in the country, namely, The Foundation Company of Canada Limited, and the Northern Construction Company & J. W. Stewart Limited, the Foundation Company being assigned Berths 5, 6 and 7, and the Northern Construction Company, Berths 14, 15, 16 and 17.

Under Mr. Beaver, Mr. J. J. Macdonald, Chief Engineer of the Halifax Harbour Commission, acted as Chief Engineer of the Reconstruction, under whom a staff of engineers, inspectors accountants, etc., were specially employed. The work proceeded continuously night and day, every day of the week, until final completion on 15th December.

### NEW FACILITIES

The work on Contract No. 1, for the construction of Pier, is now well advanced. The cofferdam, which had failed twice, was rebuilt and completed by the first of January, and work within the cofferdam steadily proceeded during the whole year. In the rebuilding of the cofferdam, extra special precautions were taken to ensure its stability, and on that account, the length of the pier was reduced from eight hundred to seven hundred feet. This curtailment in length will in no way impair the utility of the pier, as the length of seven hundred feet will easily accommodate the longest vessel using the port,

The north side of the pier is fully completed and the south pier wall is fairly well advanced. It is estimated that the whole work will be completed and in operation for the winterport season opening December 1932.

It is fully anticipated that funds will be made available during 1932 to complete the elevator car dumper house and the conveyor galleries connecting the elevator with the reconstructed conveyor gallery system.

## DIMENSIONS OF WHARVES AND SHEDS

On the East, or City Side, of the Harbour:

	Length	Floor Area of Sheds Sq. Ft.
Reed's Point Wharf	w410 feet.....	
	s240 " .....	25,575
New Pier Wharf	450 " .....	18,766
Pettingill Wharf	325 " .....	25,693
McLeod Wharf	375 " .....	22,704
Long Wharf	w590 " .....	56,900
	e545 " .....	
	<hr/> 2,935	<hr/> 149,638

On the West Side of the Harbour:

Berth No. 2	460 feet for lay-to purposes only	
Berth No. 5	520 " .....	27,620
Berth No. 6	780 " .....	48,125
Berth No. 7	1,055 " .....	33,000
Berth No. 14	385 " .....	24,300
Berth No. 15	870 " .....	67,000
Berth No. 16	800 " .....	65,500
Berth No. 17	800 " .....	34,500
	<hr/> 5,670	<hr/> 300,045

## GRAIN ELEVATORS AND CONVEYORS

East Side of Harbour:	Capacity	Conveyor Galleries
C. N. R. Elevator	500,000 bush.	1460 feet

West Side of Harbour:

C. P. R. Elevator "B"	1,000,000 bush.	6515 feet
	<hr/> 1,500,000 "	<hr/> 7975 feet

IMPORT TONNAGE THROUGH THE PORT OF SAINT JOHN  
JANUARY 1ST 1931 TO DECEMBER 31ST, 1931

COMMODITY	TONNAGE	COMMODITY	TONNAGE
Acids, (various).....	303	Linoleum.....	51
Aluminum.....	405	Liquor.....	2,296
Art Silk.....	415	Lumber (Hard).....	22,354
Automobile Accessories....	386	Lumber (Soft).....	1,307
Bananas.....	30 901	Machinery.....	3,730
Beans.....	109	Meats.....	131
Books.....	250	Merchandise (General)....	43,058
Bricks.....	1,370	Molasses.....	8,078
Canned Goods.....	1,031	Nuts.....	546
Carpets.....	125	Nutmegs.....	45
Cheese.....	145	Oil (Castor).....	208
Coal (Hard).....	99,932	“ (Cocoanut).....	50
Coal (Soft).....	84,050	“ (Cod Liver).....	111
Cocoa.....	1,600	“ (Cotton Seed).....	342
Cocoanuts.....	492	“ (Fuel).....	28,595
Coffee.....	213	“ (Kerosene).....	2,615
Confectionery.....	306	“ (Linseed).....	9
Copper.....	339	“ (Lubricating).....	232
Corn (Bulk and Bags).....	18,098	“ (Olive).....	177
Cottons.....	3,138	Olives.....	82
Crockery, China, etc.....	3,932	Paper (Wall).....	181
Dates.....	748	Paper (Wrapping).....	619
Dry Goods.....	1,757	Rice.....	1,122
Dyes.....	503	Salt.....	3,596
Fertilizer.....	36,861	Seeds.....	856
Fire Clay.....	242	Shrubbery.....	2,718
Fish.....	629	Soap.....	206
Flour.....	5,387	Steel (Various).....	9,518
Footwear.....	783	Sugar (Raw).....	84,248
Fruits & Vegetables.....	3,550	Sulphur.....	23
Fullers Earth.....	143	Tea.....	3,976
Gasoline.....	54,485	Tiling.....	745
Glass (Window).....	4,830	Tin (Various).....	3,680
Gloves.....	88	Tobacco.....	55
Hardware.....	650	Towels.....	125
Hats.....	937	Toys.....	242
Hops.....	53	Whiting.....	639
Hosiery.....	364	Woollens.....	4,777
Iron (Various).....	2,004	Yarns (Various).....	2,809
Lead (Various).....	156		
Leather.....	37		
Linens.....	697		
		Total Tons.....	596,596





PIER CONSTRUCTION INSIDE COFFERDAM—NORTH SIDE

EXPORT TONNAGE THROUGH PORT OF SAINT JOHN  
JANUARY 1ST 1931 TO DECEMBER 31ST, 1931

COMMODITY	TONNAGE	COMMODITY	TONNAGE
Acids (Various).....	3,069	Lumber (Hard).....	13,738
Aluminum.....	775	Lumber (Soft).....	5,700
Apples.....	3,732	Machinery.....	1,203
Asbestos.....	3,759	Meal (Fish).....	45
Automobile Accessories....	29,798	Meats.....	11,556
Beaverboard.....	2,986	Merchandise (General)....	29,496
Brooms, Brushes.....	92	Milk (Condensed).....	1,210
Canned Goods.....	1,254	Nails.....	535
Cattle.....	946	Oil (Cod Liver).....	8
Cereals.....	8,655	Oil (Fuel).....	17,886
Cheese.....	818	Paper (News Print).....	32,898
Coal (Bunker).....	5,642	“ (Wall).....	59
Coffee.....	9	“ (Wrapping).....	2,322
Copper Matte.....	8,502	Piling.....	551
Eggs.....	15	Potatoes.....	41,757
Feed.....	770	Pulpwood.....	11,388
Fish.....	3,192	Seeds.....	367
Flour.....	64,307	Shingles.....	252
Footwear.....	4,328	Shooks.....	1,481
Grain.....	301,810	Soap.....	602
Hay.....	1,495	Splints.....	1,758
Hops.....	1,058	Sugar (Refined).....	32,455
Implements (Agr.).....	916	Tea.....	123
Lard.....	15,157	Timber (Heavy).....	868
Last Blocks.....	273	Tin (Scrap).....	67
Laths.....	3,017	Tobacco.....	945
Leather.....	275	Woodpulp.....	7,682
Linseed.....	226		
Liquor.....	253		
		Total Tons.....	684,081

THE NATIONALITIES AND NET TONNAGE OF SEA-GOING VESSELS  
ARRIVING IN THE PORT OF SAINT JOHN,  
1930

Nationality	No. of Vessels	Tonnage
American.....	66	215,671
British.....	292	1,000,513
Danish.....	17	22,892
Dutch.....	..	.....
French.....	..	.....
German.....	5	11,808
Greek.....	3	7,594
Italian.....	9	29,748
Japanese.....	1	4,259
Norwegian.....	109	148,024
Swedish.....	10	11,671
	512	1,452,180

1931

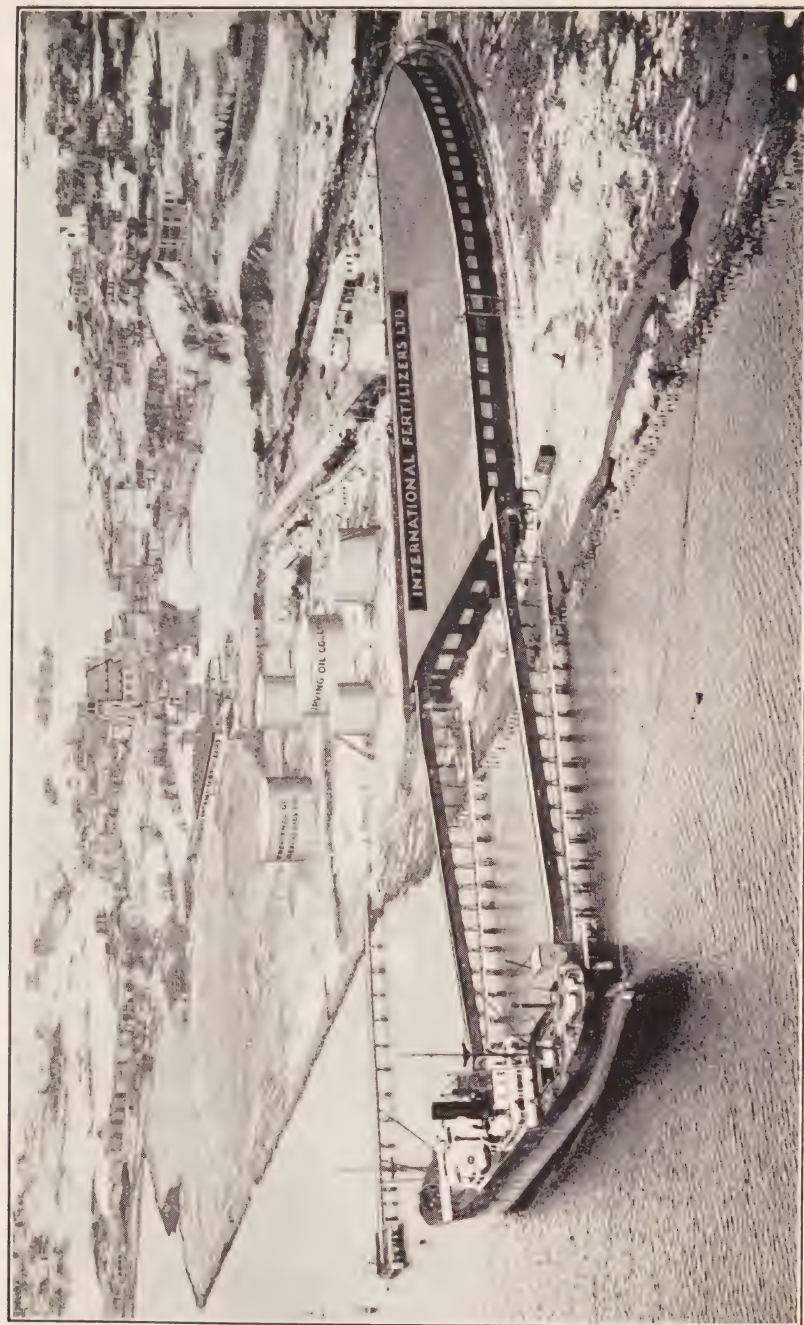
Nationality	No. of Vessels	Tonnage
American.....	59	159,682
British.....	231	842,831
Danish.....	19	23,110
Dutch.....	..	.....
French.....	..	.....
German.....	8	10,967
Greek.....	1	3,147
Italian.....	10	32,269
Japanese.....	..	.....
Norwegian.....	112	152,024
Swedish.....	13	14,827
Hondurian.....	1	3,034
Panamanian.....	11	22,087
	465	1,263,978



# PORT OF SAINT JOHN CUSTOMS RETURN OF INCOMING VESSELS

	TRANSATLANTIC				COASTWISE*		TOTAL
	No. of Vessels	Tons Register	Tons Freight	In Ballast		No. of Vessels	Tons Register
				No. of Vessels	Tons Register		
1916-17.....	449	879,013	377,678	600	461,420	1,919	434,181
1917-18.....	318	693,801	233,494	663	387,329	1,797	391,921
1918-19.....	213	470,637	202,043	333	413,037	1,384	353,606
1919-20.....	264	742,540	269,406	339	364,861	1,531	381,606
1920-21.....	286	740,045	290,942	535	291,774	1,773	405,108
1921-22.....	381	823,756	442,426	270	185,862	1,578	350,093
1922-23.....	388	925,852	501,460	465	269,437	1,876	422,099
1923-24.....	427	926,310	443,884	502	166,990	1,812	409,015
1924-25.....	423	969,150	405,533	394	222,892	1,823	426,767
1925-26.....	464	1,044,742	529,209	381	366,208	1,732	396,342
1926-27.....	448	1,053,473	507,584	684	461,723	1,813	440,056
1927-28.....	509	1,097,731	437,152	459	237,797	1,803	382,548
1928-29.....	565	1,119,425	423,034	717	339,895	1,949	400,422
1929-30.....	403	1,163,031	497,853	409	162,077	1,824	407,542
1930-31.....	535	871,659	694,233	134	98,027	1,640	670,736

\*Coastwise freight not available.



INDUSTRIAL AREA—EAST SIDE OF HARBOUR

# PORT OF SAINT JOHN CUSTOMS RETURN OF OUTGOING VESSELS

	TRANSATLANTIC				COASTWISE*		TOTAL	
	No. of Vessels	Tons Register	Tons Freight	In Ballast		Tons Register		No. of Vessels
				No. of Vessels	Tons Register			
1916-17.....	852	1,075,545	1,342,997	78	44,595	1,995	2,925	1,741,403
1917-18.....	803	876,756	1,577,769	73	41,451	1,872	2,748	1,452,182
1918-19.....	438	772,466	1,173,740	64	50,668	1,588	2,090	1,202,006
1919-20.....	527	978,583	1,281,788	85	59,193	1,531	2,143	1,470,625
1920-21.....	679	851,802	843,068	107	61,398	1,826	2,612	1,455,312
1921-22.....	448	739,792	674,198	118	81,424	1,669	2,235	1,359,683
1922-23.....	662	955,756	894,540	125	70,161	1,921	2,708	1,613,534
1923-24.....	697	927,312	858,016	162	84,928	1,897	2,756	1,588,142
1924-25.....	585	961,545	822,462	122	66,815	1,932	2,639	1,603,558
1925-26.....	604	1,111,389	860,143	162	103,447	1,779	2,545	1,792,552
1926-27.....	749	1,404,972	1,204,974	206	112,104	1,976	2,951	2,153,717
1927-28.....	594	1,004,897	972,409	239	66,571	1,950	2,783	1,733,768
1928-29.....	868	1,054,554	1,277,466	194	101,839	2,112	3,174	1,850,307
1929-30.....	535	871,659	694,233	134	98,027	1,979	2,648	1,717,048
1930-31.....	472	968,689	714,539	114	79,260	1,770	2,556	1,984,967

(NOTE.—When a transatlantic vessel leaves Saint John to call at Halifax, it is "coastwise" and no record is kept by the Customs of the tonnage.)

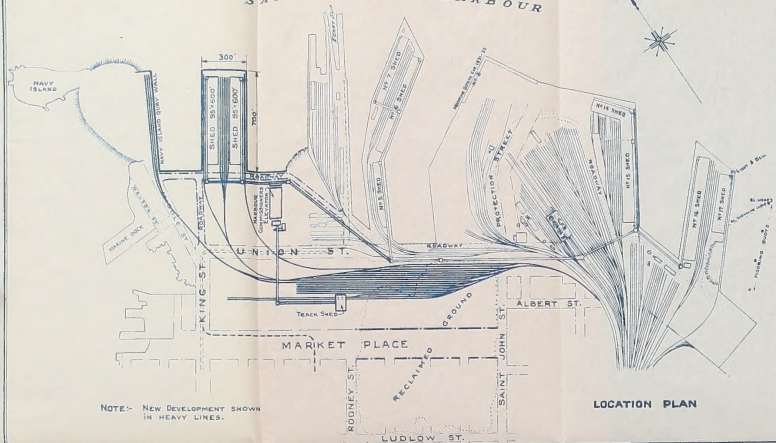
\*Coastwise freight not available.



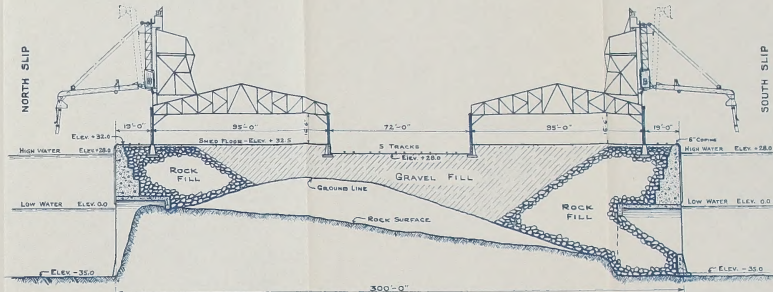
# SUMMARY OF GRAIN HANDLED

	RECEIPTS			DELIVERIES		
	Canadian Grain	American Grain	Total Bushels	Canadian Grain	American Grain	Total Bushels
1930—						
January.....	716,193	651,413	1,367,606	707,017	597,788	1,304,805
February.....	1,127,638	801,146	1,928,784	1,157,885	785,397	1,943,282
March.....	1,621,001	1,046,221	2,667,222	1,469,004	1,143,065	2,612,069
April.....	711,634	802,128	1,513,762	917,771	918,662	1,836,435
May.....						
June.....						
July.....						
August.....						
September.....						
October.....						
November.....	81,865	19,256	101,101			
December.....	1,770,787	212,824	1,983,611	1,491,430	205,550	1,696,980
	6,029,118	5,532,968	9,562,086	5,743,107	5,650,462	9,393,569
1931—						
January.....	2,963,905	36,885	3,000,790	2,839,469	44,261	2,883,730
February.....	2,754,419	117,035	2,871,454	2,973,360	119,826	3,093,186
March.....	2,532,415	101,159	2,633,574	2,531,373	120,944	2,652,317
April.....	1,014,724	15,135	1,029,857	1,255,815	26,633	1,282,448
May.....						
June.....						
July.....						
August.....						
September.....						
October.....						
November.....	379,995	130,153 / 50	510,148 / 50	514,650	128,703 / 16	443,353 / 16
December.....						
	9,645,458	400,365 / 50	10,045,823 / 50	9,914,667	440,367 / 16	10,355,034 / 16

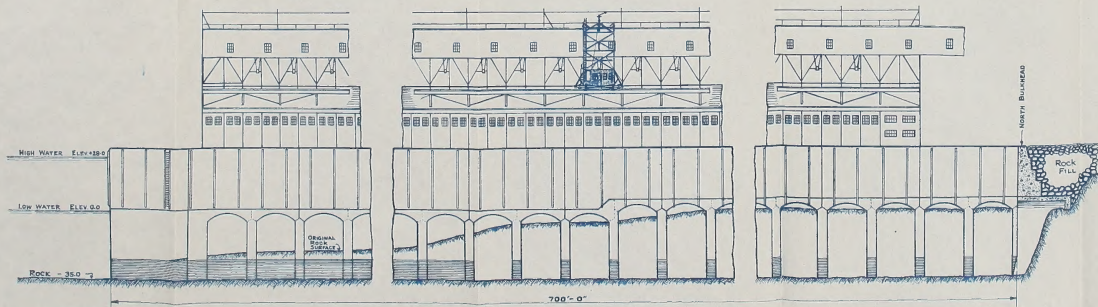
# SAINT JOHN HARBOUR



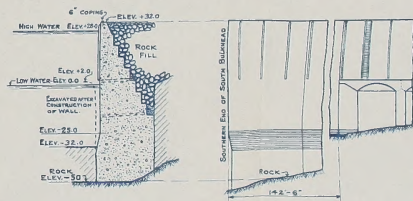
LOCATION PLAN



PIER AND SHEDS — TYPICAL CROSS SECTION



PIER AND SHEDS — ELEVATION NORTH WALL



GRAVITY WALL FRONT OF ELEVATOR  
ELEVATION BELOW ELEV. + 2.0  
IN SHORED TRENCH

1931  
SAINT JOHN HARBOUR COMMISSIONERS  
HARBOUR IMPROVEMENTS  
WEST SAINT JOHN

SCALES:— 1" = 400'  
1" = 30'

Chief Engineer



